

10400 South Design Committee Meeting

Meeting Date: August 25, 2005

Location: South Jordan Community Center, 10788 South Redwood Road

Attendance:	Lisa Wilson	UDOT Project Manager
	Lisa Baird	UDOT Designer
	David Schwartz	UDOT Design Squad Leader
	Chip Mason-Hill	UDOT Designer
	Evelyn Tuddeham	UDOT Public Involvement Officer
	Karen Stein	UDOT Right-of-Way Specialist
	Shane Greenwood	South Jordan City
	Jim Horrocks	Horrocks Engineers
	Russell Youd	Horrocks Engineers
	Stephanee Eastman	Horrocks Engineers
	Desi Nielsen	Design Committee
	Jose Rico	Design Committee
	Mike Cosman	Design Committee
	Kathy Robertson	Design Committee
	Gary Robertson	Resident
	Gaye Ann Larson	Design Committee (substitute for Randy Jones)
	Chris Cosman	Resident
	Clyde Palmer	Resident
	Sherry Palmer	Resident

Subject: 10400 South Reconstruction, Redwood Road to Bangerter Highway
Project No. HPP-0151(1)0

Current Design Status

Dave Schwartz, the UDOT Design Squad leader, informed the Committee that the design is on schedule for completion next spring. He said that any residents who would like to meet with the designers about their specific property should call him at (801) 975-4804 and he would be happy to set up an appointment. The UDOT design team has already been meeting with many of the property owners to discuss irrigation and other issues.

Right-of-Way Update

Karen Stein, the UDOT Right-of-Way Specialist assigned to this project, gave an update on the acquisition of right-of-way. Karen stated that the priority is to have appraisals completed and offers presented by the end of October 2005 to property owners who will need to move or who have tenants who must move. Owners of properties where only a portion of the lot will be purchased should receive offers by early next year (2006). Offers will be made as design information becomes available to determine exactly how much land is needed from each property.

Surplus Property

Jim Horrocks explained to the Committee members and guests that four areas were identified in the Environmental Assessment as potential surplus property that could be landscaped and maintained as open space. This surplus property will result from the demolition of homes where the remainder property will be inadequate to be resold as buildable lots. UDOT and South Jordan City have committed to landscape these areas with sod and South Jordan City has agreed to maintain them.

However, a number of residents with land adjacent to these remainder lots have contacted UDOT expressing interest in purchasing all or part of the remainder to add to their existing property. Jim asked the Committee to share their opinions on this issue. The Committee felt that open space along the corridor is valuable, but at the same time, several Committee members thought that the people who are left living on the corridor should have the opportunity to benefit from expanded side and back yards to partially offset the impacts of remaining on the roadway.

Mike Cosman stated that he would like to see mature trees left in the area as much as possible and if selling the adjacent land to residents would allow the trees to stay and be cared for, he would favor that option. Three of these areas would also involve construction of a noise wall, which might make saving mature trees difficult. The Committee agreed that for each area, all of the adjacent land owners would have to agree to buy the surplus property so that there would not be "jogs" in the noise walls.

It was decided that UDOT should contact all of the adjacent landowners with prices per square foot to gauge the interest level. UDOT will then report back to the Committee at the next meeting for further discussion. Jim mentioned that if the Committee decides not to keep the surplus property as open space, a revision to the Environmental Assessment must be made.

Noise Walls

Stephanee Eastman reviewed the process undertaken in the Environmental Assessment to identify noise impacts along the 10400 South roadway. It was found that although many of the homes next to the roadway will (and already do) experience noise impacts, only those without driveways onto 10400 South could benefit from the construction of noise walls. There are two reasons for this: 1) a noise wall can't be built next to a driveway because drivers will not be able to see and be seen by other vehicles and pedestrians on 10400 South and 2) the gaps in the noise wall for driveways would allow noise through and would render the noise wall ineffective. In addition, the noise wall must provide a perceptible benefit (at least 5 decibels of noise reduction) and must meet the cost requirements of not more than \$25,000 per residence (or school building, in one case).

Nine noise walls were proposed and the property owners who will live directly next to the wall were asked whether they would like the wall or not. UDOT requires that at least 75% of the property owners benefited by each wall be in favor of it, or the wall will not be installed. Twenty-nine noise wall ballots were mailed, with the result being that eight noise walls will be constructed. The only noise wall that will not be constructed is the one proposed for the Bingham High School Seminary Building. **A figure is attached showing the approved noise wall locations. Please note that actual wall placement may vary, depending on decisions made about surplus property. If surplus property is sold to adjacent landowners, the noise walls will be closer to the road than shown in the figure.**

Stephanee distributed pictures of the noise wall patterns available and the Committee decided that these pictures should be mailed to all of the Design Committee and time should be provided for the Committee members to discuss the patterns with their neighbors. The Noise Wall Preference sheet needs to be returned to Stephanee by October 31st. If there are any additional comments, please attach them on a separate sheet of paper. This is not a vote, but if there is a clear preference among the Committee members for one pattern type, it will most likely be chosen. The



Design Committee members will receive notice of the decision by mail after the preference sheets have been reviewed.

Next Meeting

The next Design Committee meeting is anticipated in February 2006. Expected topics of discussion include surplus property, construction phasing, and limitations of operations (suggested limitations to place on the contractor such as hours of construction, number of lanes that must be kept open, length of time for closure of driveways, and others).